

§ 128.320

(110 °F) as determined by ASTM D 93 (incorporated by reference, see § 125.180).

(b) The use of a fuel with a flashpoint of lower than 43 °C (110 °F) must be specifically approved by the Commandant (CG-ENG), except in an engine for a gasoline-powered rescue boat.

[CGD 82-004 and CGD 86-074, 62 FR 49331, Sept. 19, 1997, as amended by USCG-2000-7790, 65 FR 58463, Sept. 29, 2000; USCG-2009-0702, 74 FR 49235, Sept. 25, 2009; USCG-2012-0832, 77 FR 59782, Oct. 1, 2012]

§ 128.320 Exhaust systems.

No diesel-engine exhaust system need meet the material requirements in § 58.10-5(d)(1)(i) of this chapter if the installation is certified as required by § 128.220(c) of this part.

Subpart D—Design Requirements for Specific Systems

§ 128.410 Ship's service refrigeration systems.

No self-contained unit either for air-conditioning or for refrigerated spaces for ship's stores need comply with §§ 58.20-5, 58.20-10, 58.20-15, 58.20-20(a), or 58.20-20(b) of this chapter if—

(a) The unit uses a fluorocarbon refrigerant allowed by part 147 of this chapter;

(b) The manufacturer certifies that the unit is suitable for its intended purpose; and

(c) Electrical wiring meets the applicable requirements in subchapter J of this chapter.

§ 128.420 Keel cooler installations.

(a) Except as provided by this section, each keel cooler installation must comply with § 56.50-96 of this chapter.

(b) Approved metallic flexible connections may be located below the deepest-load waterline if the system is a closed loop below the waterline and if its vent is located above the waterline.

(c) Fillet welds may be used in the attachment of channels and half-round pipe sections to the bottom of the vessel.

(d) Short lengths of approved non-metallic flexible hose fixed by metallic or non-metallic hose-clamps may be used at machinery connections if—

46 CFR Ch. I (10-1-12 Edition)

(1) The clamps are of a corrosion-resistant material;

(2) The clamps do not depend on spring tension for their holding power; and

(3) Two of the clamps are used on each end of the hose, except that one clamp may be used on an end expanded or beaded to provide a positive stop against hose slippage.

(4) The clamps are resistant to vibration, high temperature, and brittleness.

[CGD 82-004 and CGD 86-074, 62 FR 49331, Sept. 19, 1997, as amended by USCG-2000-7790, 65 FR 58463, Sept. 29, 2000]

§ 128.430 Non-integral keel cooler installations.

(a) Each hull penetration for a non-integral keel cooler installation must be made through a cofferdam or at a seachest and must be provided with isolation valves fitted as close to the sea inlet as possible.

(b) Each non-integral keel cooler must be protected against damage from debris and grounding by protective guards or by recessing the cooler into the hull.

[CGD 82-004 and CGD 86-074, 62 FR 49331, Sept. 19, 1997, as amended by USCG-2000-7790, 65 FR 58463, Sept. 29, 2000]

§ 128.440 Bilge systems.

(a) Except as provided by this section, each bilge system must comply with §§ 56.50-50 and 56.50-55 of this chapter.

(b) If the steering room, engine room, centerline passageway, forward machinery space, and compartment containing the dry-mud tanks are the only below-deck spaces that must be fitted with bilge suctions, the vessel may be equipped to the standards of §§ 56.50-50 and 56.50-57 of this chapter applicable to a dry-cargo vessel of less than 55 meters (180 feet) in length.

§ 128.450 Liquid-mud systems.

(a) Liquid-mud piping systems may use resiliently seated valves of Category A to comply with §§ 56.20-15 and 56.50-60 of this chapter.

(b) Tanks for oil-based liquid mud must be fitted with tank vents equipped with flame screens. Vents